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Facts About The Strike

Let Us Have The Whole Truth About
The Situation.

A few days ago the carters of the city went on strike because the employers refused to grant them a living wage, decent hours and recognition of the union. During the six days when work was suspended there were only three arrests. Considering the number of men involved, about five thousand in all, and the bitter attitude of the employers, who brazenly stated that there was nothing to arbitrate, the men conducted themselves as law-abiding, conscientious and respectable citizens.

Eventually Mr. E. R. Decary, chairman of the Administrative Commission, with the co-operation of the labor leaders of the city, effected a settlement of the difficulty with the master carters. Mr. Wells of Cunningham and Wells signed the agreement for the employers and the proper union officials affixed their signatures for the men. The fact of the matter is that, although the strike practically tied up the city, and the men were in a position to enforce their demands to the limit, under the advice of their leaders they accepted conditions of work and a scale of wages that practically meant starvation for another year.

As a result of the conference the following schedule was formed: Chauffeurs of trucks under two tons, \$24 per week; chauffeurs of trucks over two tons, \$25 per week; piano-movers, back men, \$29 a week, front men, \$26, and helper or third man, \$23 a week; drivers of single rigs, \$18 per week; drivers of double rigs, \$20 per week; coal drivers working full week, \$19; coal drivers working less

than a week to be paid at the rate of \$17.50 per week. This latter arrangement was proposed by reason of the claim of the employers that their men would

ment of time and a half for overtime and double pay for Sunday work. A ten-hour day with one hour off for lunch was also agreed upon, and this arrangement to run until April 1, 1920.

On an average, then, the best-paid men were earning about \$1,000 a year, if they worked every week in the year. It is clearly established that a family of five cannot possibly live under \$1,750 a year. The average man, therefore, even under the settlement is \$750 short of

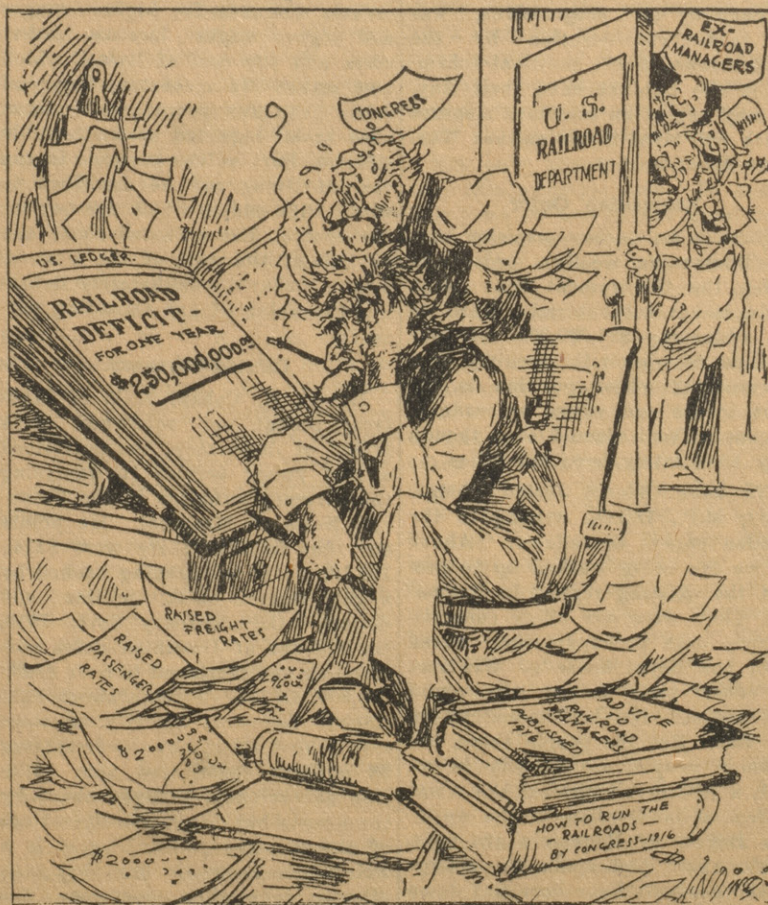
all the other high-fallutin' words that have been bandied about so recklessly, to promote understanding and goodwill between the employer and the employee the men returned to work.

On the morning of April 28th, the men returned to work. Orders were issued to remove their union buttons. The men were informed that there was no agreement covering a nine-hour day, and that if they were to return to work they might do so under the conditions which prevailed before the strike. They were informed to report for work at 6 to 6.30 in the morning so as to be able to take care of their horses and put them on the street at 7 o'clock. There would be one hour for lunch and then work would be continued until 6 in the evening. Obviously, if the men were expected to prepare their rigs before the period fixed as a workday, and to put their rigs away at night after the period fixed as a workday, then the men would be working about eleven hours a day. Consequently, the men again struck work.

And now, Mr. Business Man and you, the common people, judge this case according to the facts. There are Bolsheviks in Montreal beyond the shadow of a doubt, there are men who do not respect the law, there are men who do not want industrial peace, there are men who seem to be over-anxious to throw the flaming torch into the powder barrel, and these men are not the trades unionists either. They are the men who are inviting violence by attempting to use the old weapon of hunger to beat five thousand men down to a wage that spells ruin and starvation for them. Be careful, go slow, you master carters.

Law and order shall be maintained in Montreal, and, take our word for it, there is but one law for rich and poor alike, and you shall be among those who will be made to obey it.

U. S. GOVERNMENT'S FAILURE



Not so easy as it looked!

not work steadily and this arrangement will encourage men to apply themselves more faithfully to their jobs. The agreement also stipulated the pay-

the amount which would properly provide nourishment for himself, wife and children, yet in the interest of conciliation, co-operation and arbitration and

Our OTTAWA LETTER

There was a very meagre attendance when the House reassembled on Tuesday from its short Easter recess and the end of the week found some of the western contingent still absent at the task of pacifying their irate electors. Practically the whole week has been devoted to railway matters, first the estimates of the Department of Railways and Canals and then the Bill to incorporate the Canadian National Railway Company, which is to control all our state railways.

The Special Committee on Titles has begun its investigation, and from all accounts the defenders of this anachronism seem to be in a hopeless minority. It is certain that the committee will recommend the termination of all existing hereditary titles in Canada and it is probable that all titles, save those given for military and naval services, will be vetoed for the future, if the Government carry out the Committee's findings.

Mr. Nickle, who opposes all titles, is chairman of the Committee and the only person who is outspoken in defence of the system is Dr. Michael, who thinks there are many worse evils in the body politic.

The Divorce Law

Mr. Nickle has also introduced a bill which will confirm the various provinces in powers to grant divorce. Legal decisions are now awaiting appeal which may give provincial jurisdiction in any case. But

the present situation is beyond defence. The Senate, as a divorce court, is a hopeless jest and as some provinces like Nova Scotia, New Brunswick and British Columbia have never submitted their erring couples to its jurisdiction, there is no reason why others should be compelled to do so. The present procedure is expensive and is made use of only by the rich. Divorce should be both made cheaper and more accessible to ordinary people. At present it is a special privilege of the worst kind, and Mr. Nickle's Bill ought to be well supported.

The Opposition pressed the Government for information about certain matters during the week. Mr. Mackenzie was anxious to know when the Government proposed to hold by-elections to fill up the five vacancies in the House, but Sir Thomas, regardless of the fact that by-elections are being regularly held in England with soldiers overseas voting, pleaded that they must await the return of our brave boys, which is nowadays a very convenient excuse. Mr. Robb wanted to find out when the terms of the Franchise Act will be made known, but he was told this measure, which will have to be very carefully watched by all progressives, was still under consideration by the Government. If the political schemers in the Cabinet have their way, we may expect an atrocious measure which will rival the iniquitous Wartime Election Act.

Roumanian Order

There is an uneasy suspicion that the Roumanian woollen order, in which the Government take such pride, is not without risks. Here we are advancing \$25,000,000 of our precious money on the security of a Government whose position is far from secure and whose antecedents are not without blemish even though they have lately been our allies.

We have Colonel Josiah Wedgwood, M.P., D.S.O., writing to the London papers as follows: "Above all we are being worked up to protect the existing regime in Roumania. They were our allies (unsatisfactory ones perhaps); their queen is of the Royal house of Windsor; all conservative forces rally round and support the last monarchy in the East. But the people there, the common people, are already in revolt, a just revolt against the worst system of landlordism in the world. The Boyars of Roumania are notorious. Again and again the risings of the peasants have been put down in blood. Are our men who fought on the Somme for liberty to be used to bolster up the tyranny of feudal landlords in Roumania..."

We also have press dispatches testifying that Bucharest, once the gayest city in Europe, is blackly depressed at the fear of imminent

revolution borne along by the Bolshevik tide. Yet Sir Robert Borden and our Parisian exiles say it is all right, and Sir Thomas bid us trust their judgment. The order was arranged to provide employment for our woollen and clothing manufacturers, but it happens that the problem of supplying "civies" to our demobilizing army is occupying all their working resources and employees, and to fill the Roumanian order operatives will have to be imported from the United States and who, when the work has been completed may swell the ranks of our unemployed next winter.

Production for use

And what, pray, is the use of subsidizing and encouraging foreign export trade when the policy of shutting out all imports which alone can pay for it is steadily pursued? A few million dollars worth of foreign trade will not save the economic situation in Canada. What is needed is a cessation of production for profit in favor of production for consumption which must have as a prelude a wholesale redistribution of wealth. The workers and producers of Canada are to-day heavily burdened with the cost of the bare necessities, taxes and other fixed charges that they have no margin for comfort which is a guarantee of good trade for the whole community.

Our economic system has got into a vicious circle. The cost of living creates demands for higher wages and higher wages increase other costs and the cost of living, which now makes life a constant financial crisis even for people with what used to be regarded as comfortable salaries. Part of the increase in the cost of living can be described to world wide causes which are beyond our control, but no small share can be laid at the door of the Government's policy in deliberately debasing the value of our Canadian currency.

Diluted Currency.

Mr. C. H. Cahan, K.C., of Montreal, though not renowned as a friend of democracy, has performed a real public service in analysing the currency situation in the Financial News of Montreal. He points out that in 1914 there were \$114,182,100 notes outstanding backed by a gold reserve of 92 million odd dollars. On February 28th, 1919, the amount of Dominion notes outstanding had increased to over \$306,000,000. Of the increase about \$93,000,000 had new security of some sort behind them, but the remaining 98 millions constituted pure dilution of currency, brought about by the simple but dangerous operations of the printing press. Now it is a well-known economic law that such dilution invariably decreases the purchasing power of money and therefore raises the prices of commodities. Canada has suffered greatly since 1914 from this foolish financial policy, which was indulged in to assist our great capitalist financiers, and every wage-earner and person in receipt of a fixed salary

has suffered from this depreciation of the purchasing power of the Canadian dollar.

Mr. Cahan advocates the immediate redemption of these extra notes either by the compulsory acquisition of all our annual gold production for a period of years, even at the expense of the jewellery trades or by the issue of redeemable government bonds to the holders of the notes. One result of the situation is that the foreign exchanges are all heavily against us, which is a heavy burden on our commercial dealings with the United States of America, the handicap being to the extent of 2½ per cent against us. The truth is that we can only surmount the financial problems which confront us by one policy that of producing more than we consume and adopting as a nation both in our private lives and our private affairs policies of the strictest economy.

But economy is the last thing that some of our rulers dream of. Mr. A. B. McCoig on Tuesday, indignantly related to the House how the night before he had arrived at the Union depot to take the C. N. R. night train to Ottawa. He found a dire famine in sleeper accommodation and ascertained it was due to the presence of three cars on the train conveying back to their duties the august persons of Sir Thomas White, General Mewburn and Mr. A. B. Hanna, Director of National Railways. It is not known that these potentates have any mad dislike to one another's society but they evidently prefer to sleep in solitude and object "to doubling up", even if the travelling public is put to inconvenience. Anyhow this valuable consignment of administrative genius cost the Railway department considerable revenue for the C. P. R. put on an extra section and secured the patronage of many disappointed patriots who intended to use the state system. Yet Sir Thomas' Budget speech is sure to contain a fine lecture on the pressing need for universal economy.

The last three days of this week's sittings were devoted to the Canadian National Railway Bill and its passage through committee has not been smooth. The main unit in the existing Government system of railways at present is the late Canadian Northern, though provision is being made for the early arrival of others. Now the guiding genius of our state railways to-day is Mr. D. B. Hanna, long the faithful henchman and satellite of Sir William Mackenzie and Sir Donald Mann in all their wonderful exploits. Now the Opposition profess to see a dangerously close connection between the old regime and the new and declare that our estimable friends, Bill and Dan, have still a very large finger in our railway pie. The voice may be that of Jacob but the hand is Esau's. Their suspicions have been whetted by several discoveries. The author of the Bill under discussion is that celebrated lawyer, Zebulon A. Lash, K.C., long the special

WEIGHTY WORDS

We no longer value men by what they have; we value them by what they are. I am a Socialist, if by that term you mean there should be a reasonable equality of opportunity; if you lay down as a fundamental principle that every man should get a due amount of this world's goods for the services he renders; that no group, no class, no individual, should be crippled just because of lack of money to get a fair start in life.

William Nickle, M.P.,
in the Canadian House
of Commons.

legal adviser of the Mackenzie and Mann interests and a gentleman who has amassed a fortune in guiding some of the most predatory spirits in our financial world through steep and thorny mazes. He has been a life-long foe of public ownership and a bill to promote it, drawn by his loving hands, is almost in the nature of a joke and may well be suspect of containing "jokers".

The plot thickened when it was revealed that the Northern Construction Company, to which various fat contracts had been allotted, had as its chief shareholders two gentlemen bearing the historic names of Mackenzie and Mann. While Mr. Reid declared that the Mackenzie of Northern Construction fame was only a clansman and no relative of Sir William (though among Celts the tie of Clansman is dear) yet he had to admit that Mr. Mann of the firm was own nephew to Sir Donald. But of course Mr. Hanna would never dream of letting old time friendship's influence his decision in public contracts.

Mr. Reid, though amply equipped for most forms of political jugglery, is a clumsy practitioner in such delicate situations and the smooth-tongued Mr. Meighen had to sit cheek by jowl beside his colleague and lend him a helping hand at the awkward places. The pair were most indignant at the innuendoes of the Opposition. Everything was straight and square; Bill and Dan had no more say in our National Railway than they had in the Peace Conference; their acolytes and relatives were not up to the ears in the contract through and the wide powers which were being assigned, were intended to free the company from political influences and the perils of patronage. The most persistent critic on the Opposition side was Mr. Cahill, of Pontiac, who has shown a marked advance in Parliamentary capacity this session.

But the weightiest attack came from Mr. Fielding, who contended the delegation of parliamentary powers to an external board was utterly wrong and that the control was too far removed from the people who own the roads and will have to pay the bills. The directorate will have a free hand in policies and expenditure, the revenues and expenses will be kept in a separate account and all Parliament will have to do will be to vote money to make up the deficits which will be inevitable for some years. There is a lot to be said on both sides. We want the independent operation and the elimination of political control, and if there was a different type of man as Minister of Railways the bill would arouse less criticism.

At times the attitude of the Opposition degenerated to the level of needless carping and obstruction and the progress of the bill clause by clause was so slow that on Friday the Government brought their big guns into action. Sir Thomas White himself made a long defence of public ownership of railways and was not at all abashed when Mr.

Lemieux raked up some attacks he had made ten years ago upon the principle. Sir Thomas attacked the Opposition as being confirmed enemies of national ownership and openly hinted that their speakers were acting as the mouthpieces of the C. P. R. He declared that there was no alternative to the Government's policy and painted a very bright picture of the future prospects of the "railway babies which had been left on the nation's doorstep" as well as of the whole country. He was in excellent speaking form and his speech delighted the Unionists, who will now proceed to brand the Liberals as sworn foes of public ownership.

Sir Thomas took occasion to pay a high tribute to the C. P. R., but also warned them that the national railways must come first. Mr. Rowell was a feeble echo of Sir Thomas, harping on the Opposition's reactionary attitude and maintaining his brand of Liberalism was in advance of theirs. Mr. Euler, of Waterloo, answered him by asserting that he will outdo Mr. Rowell in support of public ownership for he

would take over the C. P. R. as well. Messrs Mackenzie, Lemieux and Bureau all joined in defence of the Liberal attitude and declared that the motives which inspired their criticisms were a desire to defend the public interest and secure disinterested and capable management for the railways. They disavowed any hostility to public ownership but the suspicion remains and will stay that their enthusiasm for the idea is very lukewarm. The debate ended in a wrangle over the Opposition contending that their revival of certain old charters, the resurrection was unnecessary. The Government are tired of the prolonged debate and Mr. Meighen announced that the closure would be applied on Tuesday. There is still no word of Sir Robert Borden's return and the Cabinet may have face certain very delicate and dangerous decisions without his guiding counsel.

M. Lapointe made the excellent suggestion that the railway workers should be represented on the directorate but it fell on deaf ears.

J. A. S.

HOW A RAILWAY NEED IS MET

By J. M. Dudley.

A man of skeptical turn of mind in questions of religion, was shown through a well equipped Railway Y. M. C. A. Building and after seeing a group making themselves comfortable in the smoking room and others reading in the library, noting the shower baths, visiting the dining room, the clean, well ventilated dormitories, the bowling alleys and billiard room, said: "I claim to be a skeptic, but this practical Christianity appeals to me."

With the fundamental idea of the Railway Y. M. C. A. none, officer nor employee, disagrees. Being a human institution, it sometimes makes mistakes and partial failures in management, yet in its failures it has the advantage of being able to quickly profit by corrective criticism.

In its nearly fifty years of history, the railroad Y. M. C. A. has not been seriously charged with unfairness to men of any faith. It says to Catholic and Protestant: "Let us strive together for the highest ideals of manhood, each according to the teachings of his own church. Let us live together in harmony and fellowship co-operating when we agree and avoiding points that might bring division."

Locomotives, steel rails and safety appliances are, to-day, in the minds of railroad managers, secondary to the human factor. The man behind the machine is in the spot light now. This human element must have more than hands, feet and brains. Not a few are failing to-day who qualify in every test as to mental and physical fitness. Two shining examples were recently pointed

out, where men of remarkable capacity missed the attainment of a life's ambition by deficiency in the finer qualities of manly honor which railway corporations are sagacious enough to demand on the part of their chosen representatives.

Not only among the higher-ups does this principle hold. In a certain town on one of our great railways, there are cherished traditions of a young operator who came there in the early days. While giving faithful attention to his duties for the Company, he found time to establish a Sunday School and help organize the first Church. Were his chances for promotion less than if he had been profane at times and taken a drink occasionally? The answer lies in the fact that he is now Canadian Minister of Labor. Or take the case of the boy whose widowed mother found her first home at Chapleau in a box car while the son found work in the round house as wiper. A Sunday School and church boy, he became a locomotive engineer, then a well-to-do lumberman and to-day represents his constituency in the Dominion Parliament. Men like these have built up the Railway Y. M. C. A.

Tom Modeland, John Grant, Sam Pugh, Jack Lyons, Jim McRea and William Blennerhasset are only a few of the men who have by their character and efforts made the Railway Y. M. C. A. what is to-day.

Jim McRea called Y. M. C. A. McRea is not the only one of this group of whom a romantic story could be told. McRea secured a position as Locomotive Engineer in Kenora in the days of that town's

fame. He secured board and lodging at a nearby hotel and proceeded to his duties, living soberly and industriously. To live "soberly" was not a gratifying habit with the hotel proprietor, for he privately said to Jim: "Mr. McRea, you conduct yourself in a gentlemanly way and I have no fault to find—except that you spend no money over the bar. Now, I don't want to offend you but since I am not in this business for my health, I wish you would find a room elsewhere." Jim was not so dense, but that he got the point of this gentle hint and forthwith vacated.

Jim's practical mind was hard at work as he walked down the street and he vowed that conditions should change in Kenora. Before the set of that day's sun, Jim was circulating a petition for Railway Y. M. C. A. He secured eight thousand dollars in cash from railway men and appealed for help to the Canadian

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Locomotive Firemen
Railroad Trainmen (Switchmen)
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Railroad Telegraphers
and employees in all branches of
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GEO. PIERCE, Editor.

Pacific Company. Finally, a splendid building was erected and Jim's eight thousand dollars were used to buy beds, chairs, bowling alleys and general furnishings. At the opening exercises, Jim's words were eloquent and touched a deep cord of emotion when lifting his hand he said: "In the opening of this building, I am revenged on the Commercial Hotel which kicked me out because I did not spend my money over the bar."

That these Buildings now ten in number on the Canadian Pacific Railway and a larger number on the Grand Trunk are filling a great need is not open for debate. The local people give a unanimous verdict in their favor.

The Railway Y. M. C. A. rejoices in its privilege of serving railroad men and shares in the pride of the work of the Railways during the war days, now happily over.

The Y. M. C. A. was with the Canadian Railway Troops in France and gets honorable mention in the story of the work done by the 14th Battalion, under Brigadier General J. W. Stewart. 2,806 casualties among the fighters of one Canadian Railway bears noble tribute to the valor of these men—our men. The ranks of the Railway Secretaryship have been thinned also. One Railway Secretary enlisted as a private, but was transferred back to the Y. work in Vladivostok and spent eighteen days on the road with Canadian soldiers across Siberia to Omsk. One joined the Aviation Corps, after having developed a Gun Club at Chapleau, many members of which found good use for their skill in holding back the Huns.

A number of others have served loyally in France, receiving wounds and bearing hardship in their efforts to serve men and save the world.

The Railway Y. M. C. A. brings physical comfort and social cheer, promotes healthgiving athletics, organizes bowling leagues and garden contests, gives movie shows to the kiddies and seeks all legitimate ways that promote the welfare and happiness of railway men and their families.

FIDDLING AT OTTAWA

With the whole industrial system rocking on its foundations; with vast problems of reconstruction and repatriation staring at us; with the absolute necessity of increasing production, external commerce and home population if Canada is to pay its bills; with a growling mutter of labor discontent pervading the air—the Canadian Parliament spends a day quarreling over the question whether a score of students in a Jesuit college in Ontario were liable for military service. What a pitiful exhibition! What a petty spirit on the part of men to whom Canada has entrusted her material welfare. Raking over the dirty leaves of a tea-pot storm while clouds gather for a world hurricane! If the Russian Duma chattered like this, no wonder the Soviets came into power!—Montreal Daily Star.

THE TARIFF QUESTION

Following Presentation Of The Farmers' Case, Here Is The Case Of The Manufacturers.

The Canadian Railroader has already presented the views of the farmers on the tariff question, and below a beginning is made with publication of the case of the manufacturers, as compiled by Messrs. G. M. Murray and E. Blake Robertson, and issued in a booklet entitled "Tariff Talks."

The Canadian Railroader is anxious that all sides to the tariff controversy should be properly aired, believing that in this way will be seen the wisdom of the Railroader's plan for a permanent tariff commission removed from politics.

The manufacturers' case follows:—

Fundamentals of Protection.

Canadian manufacturers as a class labor under three distinct disadvantages when endeavoring to compete with United States manufacturers, and in making clear what those disadvantages are, one makes it clear why the industries of this country must have protection.

In the first place, Canadian manufacturers have a smaller output. Compare either the Dominion Iron and Steel Co. or the Steel Company of Canada, with the United Steel Corporation; compare the Ford Motor Co., of Ford, Ont., with the Ford Motor Co., of Detroit; compare either the Massey-Harris Co., of Toronto, or the International Harvester Co., of Hamilton, with the International Harvester Co., of Chicago; compare the biggest Canadian factory making rubber tires, or tractors, or clothing, or boots, or soap, or any other manufactured article, with the biggest factory in the United States engaged in the same line of production, and in nearly every case it will be found that the Canadian factory is completely overshadowed. There may be a few exceptions, but for 90 per cent of our total factory production this statement will hold true.

Now it is perfectly obvious that the factory with the larger output has numerous advantages. Being a larger user of raw material, it can presumably buy to better advantage. It can attract to its service the most capable managers, superintendents, foremen and experts because of its ability to pay higher salaries. It can afford to install labor-saving machinery, the cost of which would be prohibitive to a manufacturer limited to a small output. The Western farmer will appreciate what this means by reflecting that a tractor, that may easily pay for itself on a 640-acre farm, may prove to be an expensive luxury on a quarter section. A large output will frequently provide the opportunity to engage with profit in the manufacture of by-products, a venture which is denied the manufacturer with a smaller output who does not produce a sufficient quantity of the necessary raw material.

In every factory there are certain overhead expenses that must always be met, whether times are good or bad, such as taxes, insurance, depreciation and interest on invest-

there are certain officials who must be paid their salary, even though no goods are being made, such as managers, superintendents, accountants, salesmen and foremen. On a large output the proportion of such expenses to be borne by each unit of production is small; on a small output, the proportion of such expenses to be borne by each unit of production is necessarily higher. As production increases the selling price can be reduced without decreasing the percentage of profit; as production decreases the selling price must be advanced to maintain the same percentage of profit. Where competition makes it impossible to advance the selling price, profits must be sacrificed, sometimes actual losses must be sustained. Idle machinery always adds to the unit cost of production; when machinery is kept in steady operation, the unit cost of production is lowered. Idle capacity of any kind is the leak which a shrewd manufacturer most dreads, for he knows that it may mean all the difference between a profit and a loss; full capacity on a large basis is the ideal condition towards which every shrewd manufacturer strives, because he knows it means efficiency, and efficiency means success.

In the second place, the American manufacturer is able to specialize to a degree that is impossible in Canada. By reason of the wide extent of the market, in the enjoyment of which he is protected, he is able to confine his attentions to a comparatively few lines, and he works up to a big output in each of them. The Canadian manufacturer, with a field less than one-tenth as large, is precluded from specializing to anything like the same extent, so to keep his factory going he must spread his energies over a wider range of articles. To produce these, he must invest more heavily in machinery and equipment, knowing beforehand that some of it can only be used to partial capacity; he must purchase a wider range of material than his American competitor, and purchase each item in smaller quantities, where the latter, though buying perhaps no more in the aggregate, buys each of his fewer materials in larger quantities, and consequently at a better price; he may have to ship in less than carload

lots as against his competitor's carload shipments, and he may have to incur the expense of selling to a hundred customers where his competitor sells to but ten.

The automobile industry aptly illustrates the point in question. When automobiles first came on to the market in the United States, they were practically made throughout in the plant producing them. To-day the engine is built in one plant, the radiator in a second, the wheels in a third, the top in a fourth, and each accessory in a plant by itself. Many of these parts are not yet made in Canada at all, despite the duty, simply because the demand for them in this country does not justify the capital expenditure necessary to erect and equip the kind of plant in which they are produced in the United States. Those that are being produced, such as lamps, are being made in relatively small quantities, in plants which make half a dozen or a dozen different lines, trying all the while to compete with United States plants which concentrate on a single line, or two or three lines at the most.

Some years ago a tin-plate industry was started in Canada. Why did it fail? Simply because, to supply the Canadian market it had to produce tin-plate in a wide range of sizes and gauges, and could not concentrate upon any one size for more than a few hours, or at best for a few days, at a time. Every time the rolls were changed, time was lost. To hold its customers, it had to make an effort to fill their orders in a reasonable time, so it was a constant process of changing rolls, thereby losing time, losing production and losing money, all the while that its American and Welsh competitors, with ten mills to its one, could keep each mill working fairly by saving time, increasing production, and making money.

The woollen industry is another good example, though in its case the competition is from England rather than from the United States. In ordinary times the Canadian cloth mill, to keep going, must be prepared to execute an order for worsteds, tweeds, or serges, the first two in any pattern desired, and any of them in any weight desired. The representative of an English house was showing his samples of dress goods to a Canadian manufacturer of women's ready-to-wear clothing before the war, and the latter was greatly taken with a piece weighing 11 ozs. to the yard. He offered to place an order for 5,000 yards if the English manufacturer could deliver it in 13 oz. weight. The answer of the salesman was typical. "Our house," he said, "makes nothing but 11 oz. goods. If you need 13 oz. material for this climate, I can give you the names of several English manufacturers who can supply your wants, but we could not be interested ourselves, because we find we can keep our mill running the year round on 11 oz. stuff." If that same clothing manufacturer had shown a sample of the material to any Canadian woollen mill, and asked to have it duplicated in 13 oz. weight

for an order of 100 yards, the business would have been accepted eagerly, for it is only by such business that the Canadian woollen mill can live. One of the reasons why English tweeds were cheap before the war was because the manufacturer ran off 50,000 yards of a single pattern without having to change his loom. Canadian woollen manufacturers would need little or no protection if their market permitted them to attain so large an output in a single pattern and weight.

Magnitude of output, on specialized lines, is only possible provided the manufacturer is able to command a large amount of capital. In so far as the American manufacturer has larger financial resources at his disposal than the Canadian manufacturer, he has another big advantage. He can buy material more heavily against a probable advance when markets are low. He can stand a longer siege when business is dull. He can sell at a loss, when necessary to keep his organization intact, without fear of his banker. He can resort to merciless methods of competition which will drive a less wealthy rival into bankruptcy. He can scrap good machinery for something better when his competitor must be content to work along in the old way. He can provide his plant with testing and research laboratories which are beyond the other man's reach.

These are some of the fundamentals of protection, which cannot be explained away. If industries are worth having because of the employment they give, because of the market thereby provided for farm produce and the products of other factories, because of the raw materials indigenous to the country which they consume, because of the business they create directly and indirectly for our railways, our banks, our insurance companies, our publishers, our professional classes and our retailers, and because of the revenues they contribute to our municipalities, to our Provinces and to the Dominion, then protection is the price we must pay to secure them and to retain them. To ask that protection be done away with is tantamount to a declaration that our industries are not worth having. Is the country prepared to subscribe to such an opinion? Is it prepared to force the closing down of successful businesses, to compel the emigration of our artisan classes to the United States, to depopulate our towns and cities, to wipe out hundreds of millions of invested capital, and to allow our railways to rust through disuse?

That is the price we must pay for the alternative fiscal policy now being recommended. Is the country prepared to pay it? Has this Parliament any mandate that says the people are willing to pay it? Are we justified in considering for one moment anything so preposterous?

The Beneficiaries of Protection.

The Western Grain Growers, who want to make immediate and sweeping reductions in the tariff, are fond of picturing Canadian manufacturers

as a small group of selfish men who support the tariff policy solely in their own interests. These Grain Growers ask why should this privileged class be permitted to levy toll on all other people in the country.

The following benefit by a Protective Tariff just as much as the manufacturers:—

1. 700,000 men and women who work in Canadian factories.
2. The farmers, who find a market in Canada for 80 per cent of everything they produce.
3. The railways and steamship companies, and their employees, who carry Canadian goods.
4. The bankers, brokers, and commission agents, and their employees, who help to finance Canadian industries.
5. The innumerable investors who own stock in Canadian manufacturing concerns, but who are in no sense manufacturers.
6. The professional classes (doctors, lawyers, dentists, teachers, clergymen), the insurance agents, the publishers, and all others who make their living directly or indirectly from industrial concerns and the industrial population.

Canada hasn't a Protective Tariff because a few manufacturers want it. Canada has a Protective Tariff because the nation wants it. The nation has so expressed itself at the polls time after time, under both Conservative and Liberal Governments, during the last forty years.

Is the policy of this country to be determined by the majority or by the Western Grain Growers?

American Branch Factories.

Over five hundred United States manufacturing concerns have crossed the border and established branches in Canada. If there had been no tariff against the United States, it would not have been necessary for them to have supplied the requirements of our market from the idle capacity of their parent plants.

These 500 branch factories employ about 80,000 people in Canada, to whom they pay annually in wages about \$80,000,000. If each employee, on an average, has three dependents, it means that nearly one-quarter of a million people are supported by factories that owe their existence entirely to the tariff.

Western Grain Growers are demanding that the tariff wall be broken down, and that we commence working towards ultimately establishing free trade with the United States. If these demands are granted, no more branches of American factories will be located in Canada; all they will need to do to supply this market will be to increase the capacity of the plants they are already operating in the United States. Furthermore, it is altogether likely that most of the American plants now operating as branches in Canada will be closed up, because, with the tariff removed, it will be more economical to centralize production in the bigger plants across the line.

Can we contemplate with equan-

The Way the Wind Blows

CAN ABSORB ALL LABOR

That Canada will be able to absorb all available labor within the near future, was the opinion expressed by Mr. E. W. Beatty, K.C., president of the Canadian Pacific Railway, at Ottawa, last week. "I look for a decided improvement in the labor situation," said Mr. Beatty, in an interview. "I think everyone is looking forward optimistically. The present stress is gradually easing off and everyone is contemplating to step forward more briskly, when the peace treaty is finally signed."

Mr. Beatty stated that the C.P.R. planned to enter more actively into construction work this year, and while no new works would be opened immediately, several construction jobs, principally the extension of lines in the west and the general improvement of facilities, would be commenced within the near future. This will, said the C.P.R. head, provide a considerable amount of employment.

* * *

FORTY-HOUR WEEK

The House of Hebblerlin, one of the largest clothing firms in Toronto, will inaugurate the five-day working week, with a working time of forty hours, on the first of June. Sixteen years ago this firm was one of the first in Canada to introduce the eight-hour day.

* * *

PROFESSORS ORGANIZE

Professors at Harvard University have formed a union in alliance with the Labor Congress, at Boston. Their first demand was for higher wages, and these were immediately granted.

* * *

FIRST THOUGHT, DUTY

The position of union policemen during a strike by other union organizations was discussed at a meeting of the Montreal Trades and Labor Council, when a delegate charged the police with condoning the efforts of strike breakers in the strike of the carters. Capt. Carle, the police union delegate, replied that the police had primarily to protect lives and property no matter what question was involved. J. T. Foster, president of the Trades and Labor Council, supported this contention, and there the matter ended.

imity the loss of \$80,000,000 a year in wages? Are we reconciled to the loss of 80,000 of our population who must transfer themselves to American workshops? What have free traders to offer that will begin to compensate us for the loss of so valuable an asset, that has taken us years of effort to secure for ourselves?

(To be continued.)

WANT FORTY-HOUR WEEK

The Trades Hall Council of Melbourne has begun a movement for the establishment of a 40-hour week in all Australian industries. In a circular it is pointed out that the increase of productivity during the war, the cessation of remunerative work since the signing of the armistice, and the demobilization of soldiers has increased the unemployment problem.

* * *

DEPUTY MINISTER

The appointment of a Deputy Minister of Labor which was announced in the speech from the Throne at the last session of the Quebec Legislature and provided for by legislation during the session, was carried out by the Gouin cabinet, the other day, when Louis Guyon, of Montreal, Chief Inspector of industrial establishments was named to fill the position.

* * *

WHAT IS NEEDED

What we need is a law that will make an unjust strike impossible and a just strike unnecessary.—"Greenville (S. C.) Piedmont".

* * *

DOMESTICS ORGANIZE

While British government committees are issuing official reports and white papers on the question of domestic service, and numerous suggestions are being made for rehabilitating the occupations in the estimation of young women, domestic servants trade unions are struggling into being in various parts of the country.

* * *

80,000 WOMEN JOIN

More than 80,000 women office workers have joined trade union organizations during the past year, according to reports received by the National Women's Trade Union League at its Washington office. These are for the most part stenographers, clerks, accountants, etc., in the railroad offices throughout the country, and in the various branches of the federal civil service, and they represent about one-half of the total increase in membership recorded by the Brotherhood of Railway Clerks, the National Federation of Federal Employees, and the local stenographers and office workers' unions, all of these organizations affiliated with the American Federation of Labor.

In Washington, D.C., at one recent meeting alone, 700 paid applications were received from clerks in the railroad offices, about half of these being women, and from the Government departments 8,500 office workers, about three-quarters of them women, have been initiated into their union since January 1st.

OUR LONDON LETTER

There are great days for Labor. A mass demonstration of London Trade Unions and other Labor bodies, was held in Hyde Park on a recent Sunday and gave a fine send-off to the new "Daily Herald", the Labor daily, which was to appear on the following day. Between blinding snow showers, which did not seem in the least to chill the enthusiasm of the crowds, the sun came out and shone brilliantly like a happy augury upon the dense audiences that thronged round every platform, while little splashes of color were supplied by boys who ran crying "The truth, the whole truth, for one penny" and displaying the attractive Herald poster of a cock crowing to announce the dawn of a new day. The public gave an equally interested reception to the new daily when it came out. Every copy was sold long before midday, and messages of congratulation on its appearance are pouring into the office from all parts of the world. This universal desire for a paper that tells the truth without fear is some measure of Labor's distrust of the ordinary capitalist press.

Towards Militarism.

Labor is justly apprehensive over the new Army (Annual) Bill, one clause of which renders permanent the Defence of the Realm Act provisions relating to so-called interference with recruiting. As the Parliamentary Correspondent of the "Daily Herald" puts it, "Dora has been appointed to the War Office Staff" by this clause, which threatens anyone with two years' imprisonment who by word of mouth or in writing or any printed matter makes statements likely to cause disaffection among the Forces or to prejudice recruiting. Labor members regard this as militarization of the nation. So strong is their opposition that the Government is rumored to have offered to mitigate the severity of the clause by deleting the word "wilful", which is scarcely likely to allay the apprehensions of those who know how the meaning of a coercive Act can be stretched in the courts.

Meanwhile, the new Conscription Bill has passed the Commons by 282 votes to 64. There were gleams of humor, mostly unconscious, in the debate on the third reading, such as Mr. Churchill's complaint, in answer to the unqualified opposition of the Labor and free Liberal benches that "none of the arguments of the Government seemed to have had any impression on the Opposition."

Very naturally, this continued militarization campaign is read by Labor in connection with what is happening in Paris. As I write, the greatest anxiety prevails as to whether Great Britain and America will succeed in overcoming the chau-

vinism of the French Government, which is now doing its best to precipitate Europe into another war. It is felt in advanced circles that the only hope, in the event of a French refusal to abate its territorial demands and of a consequent German refusal to sign the preliminary peace terms, will rest with Labor's refusal to enter into fresh hostilities. In this connection, the action of the miners, following upon the conscription resolution, will become of first-class importance.

Industrial Situation.

The universal unrest is apparent in sporadic strikes or threats of

In an angry debate on housing in the London County Council, one of the new Labor members told the Moderate majority that he lived "in a workman's house where we have fleas as big as horses, and in Shore-ditch where we have the highest infant mortality rate. Are you proud of it?" It is safe to say that such language has not been heard in the L. C. C. before!

Advance of Women.

Amid all these signs and alarms, Woman (with capital letter) advances steadily. A private Bill for the registration of nurses is before Parliament and may become a Government measure; if passed it will for the first time give nurses their legal status and stop undercutting by untrained members of their profession. The Labor Party is also introducing a "Women's Emancipation Bill" which proposes to en-

Bill for admitting women to the legal professions is also regarded as pretty safe, though the stalest of stale jokes were made about it at a recent meeting of the Law Society, at which one legal gentleman talked about the "lure of her sex", and another said that women in this matter should be looked upon rather as dark horses than as the fair sex. But they passed the resolution approving the admission of women.

Unintentional Humor.

The darkest hour is sometimes illumined, quite unintentionally, by a gleam of humor. Mr. Bonar Law, for instance, rising to reply to Parliamentary criticism, the other day, remarked artlessly that it was not easy to get competent men to undertake the government of the country!

Actors, Trade Unionists.

The new movement to place the Actors' Association on all fours with other Trade Unions has come to a head in the resolution to be put to a forthcoming general meeting. This, if carried, will pledge all members of the Association to refuse to appear in any cast which is not entirely composed of members or probationary members of the Association, excepting the actor or actress manager. The resolution, which aims at revolutionising the acting profession and making it impossible in the future for unscrupulous managers to sweat the less important members of their cast, is an answer to the challenge of a well-known theatrical manager, responsible for many productions at the present moment, who has issued a statement to the effect that in future he "will not engage anybody who is a member of the Actors' Association."

—Evelyn Sharp.



The final enterprise

strikes everywhere. In one part of the country agricultural laborers strike for better wages and shorter hours, in another district it is the elementary school teachers; the bakers everywhere make us uneasy as to our daily bread by threatening to come out if the government do not immediately announce their much overdue decision against night work. It is no use to decry all this unrest as "Bolshevism" — the newest term of abuse. Labor is out for better conditions, and Labor will not be put off with the "sympathy" of which the public is full just now.

franchise them on the same terms with men (at present they must have special qualifications and not be under 30) to qualify them for civil or judicial offices and place in the Government, and to allow peeresses in their own right to sit in the Lords. A private Bill of this magnitude is not likely to get through Parliament, though it is powerfully backed; but the Government will find it difficult to avoid legislation on the matter, for most candidates at the last General election, when seeking the women's vote, promised their support for such proposals. The

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WHEN LABOR RULES

By Rt. Hon. J. H. Thomas, M.P.

In London "Weekly Despatch"

For the first time in the history of British politics Labor has been returned to Parliament as the second party, and consequently it is taking its place as the official Opposition to the Government. While it is true its members number fewer than one hundred, it must be remembered that the total poll for Labor at the general election was roughly two and a quarter million votes. Having regard to this fact, and to judge from the results of the present municipal elections, the next general election might easily find this country with a strong Labor Government.

Not very long ago any such suggestion would have been laughed out of court, and the mere prospect to most people would have appeared as the end of all things. But to-day we find responsible leaders of all parties, and indeed, all sections of the people, are fully prepared for such a contingency, recognizing that it is the inevitable consummation of the rapid change of thought and ideals of the people.

To those who still nurse misgivings as to what will happen when a Labor Government assumes power, I would simply reply that the same unselfish spirit that guided and actuated our people when they offered their lives in defence of what was considered right and just will be the determining principle of the party in its political policy and legislation.

On Broadest Basis.

It should, however, be kept clearly in mind that the Labor Party to-day is not, as is commonly imagined, composed exclusively of those who are engaged in manual labor. On the contrary, the party is constituted on the broadest possible basis to include all who render service by hand or brain towards the well-being of the community, and excludes only those who contribute nothing.

Therefore, it will readily be seen

that the composition of the party in itself is a safeguard against what may be called a selfish class policy. However, one has only to look at the present social conditions, and to remember that each of the old political parties have in turn had periods of office, to recognize that class legislation, or perhaps it would be more correct to say the absence of adequate legislation for the benefit of the common people, has been a conspicuous fault of all parties in power since the passing of the Reform Act.

But it is only fair to add that the workers themselves are not immune from responsibility in this matter, having regard to their political power at the ballot-box. The critic might well say that Labor has only received that for which it asked. But while this charge may be levelled in regard to the past, events of to-day, both politically and industrially, clearly indicate a growing revolt against the existing state of affairs. It is this great change — which, being interpreted, merely means a demand for a higher, cleaner, and more humane standard of life — that makes me confident that the day is not far distant when Labor will take over the reins of Government.

The Two Questions.

Two important questions arise, and they are being put from all sides:

How will a Labor Government be formed and from among whom will the Cabinet be drawn?

What will be Labor's policy?

With regard to the first I anticipate no very great difficulty, because, long before a Labor Government comes into power, a large number of politicians whose main qualification is their political instinct, will be ready to turn their attention to the Labor Party. In fact, the greatest danger to success may easily arise from those who will simply prove to be passengers, not mem-

bers from conviction, and who would to improve the lot of the people.

It should also be remembered that the training and experience obtained in the conduct and management of the great trade unions and co-operative societies are at least equal to those of almost any business concern. The least of our difficulties therefore will be the finding of men capable of filling the various Government offices. In addition to this we have the fine old tradition of our Civil Service, the value of which can never be over-estimated, and indeed is not sufficiently recognized to-day, which ensures that an efficient staff is as ready to work and co-operate with a Labor Government as it has worked in the past for both a Liberal and a Tory majority.

The second question, as to what would be the policy of a Labor Government, is certainly not an easy subject for prophecy. Naturally, much would depend upon the issues during the election.

It might quite easily be, and indeed I can quite conceive it as the most likely event, that some great issue, fundamental to the welfare of the great mass of people, will be raised by which the Labor Party would challenge the Government of the day. To secure a substantial majority verdict of the electors in an appeal to the country on such an issue would clearly make it the first duty of the Government to fulfil its election pledge.

No Mean Privileges.

Of course, the issues of a general election, no matter how comprehensive and important, would not exhaust Labor's legislative programme. But in the very nature of things policy would be directed in the main to the problems of social reform. Nationalization of the great monopolistic concerns essential to the life of the community, such as mines, railways, and canals, is to-day a plank in the programme, on the ground that things socially needed should be socially owned and controlled.

The housing problem would be dealt with not by the present methods of merely talking about better houses for the poor and leaving the poor live on the promises, but by the clear recognition that men, women, and children cannot become ideal

citizens while their environment remains what it is to-day.

Education would be dealt with in the same way. With democracy really in power, nothing could be worse than an ignorant people. Nobody would pretend that to-day opportunity is given to develop the brains and gifts of the poorer section of the people. We say, shortly, that equality may not be possible, but that equality of opportunity certainly is.

I have dealt with only a few of the many problems that would have to be tackled. In an article of this length it would be impossible to attempt to touch them all.

But I assert with confidence that, while there are people who to-day fear Labor because of some stupid notion that our only conception of government would be confiscation and robbery and an attempt to pull everybody down at a dead level — let me assure them that such ideas are a libel upon our aims and objects. Labor fully recognizes that citizenship does not mean class privilege and sectional interest, robbery or confiscation, but simply justice and an equal opportunity for all.

LABORITES GAIN

From a delegation of five labor representatives in the last London County Council, the laborites have in the elections of March 7 raised their number to fifteen. Election returns show that 68 municipal reformers, 40 progressives, 15 laborites, and one independent were elected.

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EDITORIALS

GEORGE PIERCE — EDITOR

Compulsory Education

"**B**EING an Irishman I am against anything that is compulsory", said Sir Charles Fitzpatrick, Lieutenant-governor of the Province, in his address at the Ritz-Carlton at the official opening of the drive for \$300,000.00 for Loyola College. "Compulsion is alright when necessary but it is not necessary in this Province for education."

Lord Shaughnessy with Irish blood in his veins said: "I have a very deep and abiding interest in the education of our people. I refer more particularly to the English-speaking Catholics of the Province. I have an abiding interest for a mere practical education for all our people."

"It is a most unfortunate circumstance as proven by our statistics that only about 25% of the children of this province over twelve years of age attend school. This can have only one result and that is an absolute absence of the kind of knowledge that the young people of the country must have, if they are going to keep in line, and this cannot be done by the boy who only remains in school up until the time he is twelve years of age. I believe that the boy should be kept in school until he is fifteen or sixteen years of age."

"If we can, by some process induce the parents of the children of the Province of Quebec to see that the school days of their children were extended to the age of fifteen or sixteen anyway, our people, and I am speaking of the Catholic people of Quebec, would take an immensely forward step in competition with others, for positions that, after all, the people of the Province must be looking to."

There evidently is a difference of opinion here but why involve poor old Ireland? If there is one point upon which all Irishmen agree and there probably is only one it is that Ireland has had troubles enough. What has the fact that a man is an Irishman got to do with educational problems in the Province of Quebec? Laws are instituted to regulate the processes by which a people live. Unless it is compulsory upon a people to obey and observe a law, of what earthy use is it to inscribe a legal regulation upon the statute books?

If circumstances indicate that it is necessary to compel children to attend school until a given age and society recognizing the necessity fashions a law the intent and purpose of which is to ensure education to the young then it matters very little whether we hail from Ireland, Tokio or Guadeloupe.

What facts are there then that would justify compulsory education? First as an indictment of the whole system and to dispense with the totally unimportant proposition of whether 25 or 85% of our children attend school until the age of twelve years, let it be known (A) that at the age of twelve years about all you can teach a child is how to detach a safety pin from a diaper. In the name of common sense what child of twelve years can be sufficiently educated to be hurled out into this world to live or die, survive or perish by such education as we have been able to pump into him during these tender years?

(B) We defy anybody to show that any body of men or women designed as teachers to whom we condescend to pay the miserable, selfish, starvation salaries which we have deigned as crumbs from the table to throw them can possibly keep themselves in a state of mind and physical condition sufficiently healthy and well disposed to education our young.

(C) Are you aware of the fact that children by the hundreds, yes by the thousands, are working in factories at this very day? Do you know why the factory inspectors and the social workers who are intimately associated with this work are unable to affect any reforms? Do you know that there was no birth certificate by which the age of a child might be determined? Do you know that the law did not require a certificate from the authorities which would show that a certain grade in school had been passed by the child which would show that the youngster had received at least enough education to add and subtract, to read and to write? Do you realize that the parent of large families, driven by desperation and hunger sent their babies by the thousands out into the factories to become bread winners? Do you need to be told that in filling their lungs with lint and the dust and the dirt of the factory, in shutting them away from the sunshine in their young years, we are indulging in the most brutal, abominable, prodical extravagance which rightfully challenges any claims that we make to be either Christian or civilized. Have you ever stopped to think that this is but a baby..... a child of twelve..... an infant that has just learned to sleep out of its mother's arms? Why, men that would, with malice and forethought use these little children to rear their giant industries upon their frail backs would stab to death a dimpled babe for a dirty dime.

Compulsory education..... by all means..... and as soon as possible. Let every man and every woman who would lend a helping hand to rescue these children from the lash of industry laid across their bleeding backs by calloused hands, let us all range together and shout it from the house tops until we get it:—

"Compulsory education. Compulsory education till 16."

Rumpus In The House

THERE was quite a rumpus in the Big House Pontiac blew up the coat tails of the august upon the hill the other day. Mr. Cahill of assemblage by demanding to know if McKenzie & Mann were really McKenzie and Mann or not, and right here the legal contingent from "their little gray home in the west" came to the rescue. Dr. Reid made a careful diagnosis of the case demonstrating to the clinic that Sir William McKenzie and Sir Donald Mann were not the McKenzie and Mann of contracting fame. Alexander McKenzie of the Northern Construction Company is not related to Sir William McKenzie while Mr. Mann of the Construction company is only a nephew of Sir Donald.

The human side of the case received the special attention of Dr. Reid while the legal festoonery was supplied by that coterie of gentlemen in the House who have made a business of demonstrating the flexibility of the law.

A rift in the clouds showed a flash of the proverbial silver lining that things were toning down to that state of beautiful calm which usually distinguishes all gatherings of our notables when some inquisitive individual demanded to know what was the salary of Mr. D. B. Hanna as president and general manager of the Government Railway system. To say the least it was inconsiderate and illadvised to raise the question of salary. How could anybody be expected to know the salary of a railway president? It certainly was an ill fated day. Eventually Mr. Meighen telephoned around to some place or another and discovered that somebody had arranged for a salary of \$25,000 for the said D. B. Hanna. With due pomp and ceremony the information was passed around to Dr. Reid, who in turn enlightened the pilgrims from "their little gray homes in the west".

Having caused such a splash Mr. Cahill proceeded to stir up another tempest in the teapot. He said that Messrs. Hanna, Mitchell and Wood were three ex-directors of the Canadian Northern Railway. The House had been told that the Canadian Northern Railway directors had made a failure of the management of the road which was the reason the roads had to be taken over. Mr. Cahill then dealt on the remarkable transformation which the situation implied. These gentlemen were directors of the Canadian Northern Railway and it became a failure. Now they run the railways as government employees and each is an unparalleled expert. This last canonade was "the most unkindest cut of all". To lay down a barrage of this kind of shrapnel, when the members were all busy picking out the splinters of that salary episode was more than human flesh could endure. Let us always remember that the members of parliament are not railroadmen. They are men, even as you and I. Many are lawyers, some are doc-

tors, some are plumbers, some are bakers and some are candlestick-makers. How can they be expected to be familiar with the salaries of railroad presidents of government operated railways. Such details should not worry the minds that are freighted with the heavy problems that daily confront our law-makers.

We venture to say that there are many bright, intelligent, active, earnest members of the House who could tell a mogul engine from a caboose on any bright day when the sun is shining. All you have to do is to supply them with a clear photograph and a reliable compass.

The Powder Magazine

THE transition from war-time conditions to peace-time conditions in Canada is just as surely a period of peril as is depicted for Uncle Sam in a recent *Chicago Tribune* cartoon, and for the same reason, that a new balance must be struck between Labor and Capital, or else the chasm of chaos looms for both.

There are some persons, even in high places, who are not yet awake to the fact that the workers by hand and brain insist on new conceptions of the working fabric so that they can obtain a fairer share of the world's benefits and comforts. These sleepy people see in the present unrest only a reaction from the strain of war, and have smug hopes that "things will settle down as before in a little while, don't you know."

Their hopes are blasted in the making. There will be no settling down until there has been a good deal more of settling up.

The effort of those who profess to be awake should be directed away from minimising and pooh-poohing unrest and towards taking such steps as will guide the spirit of unrest away from the powder magazine and towards the quiet bringing in of the new day of social betterment.

The powder magazine has some pretty sleek, fat and drowsy guards on it, twiddling their thumbs, and it is time that they were replaced by the men and women who grasp the situation and who know how to change the heart of the torch-throwers.

It is safe to say that the magazine cannot be protected as it is now, nor can it be guarded with machine guns.

It can be guarded only by conference between opposing forces, by practical recognition of the fact that the worker had a new idea of what his earthly happiness should consist of, or, rather, has a new determination that he shall have the earthly happiness he wants. It is really not very much he asks for — security of employment, equality of opportunity, a say in the conditions under which he works, a good home, good food, education for his children, some leisure, some pleasure, some protection against declining years. With a will to do, these things are comparatively easy of accomplishment. One fifth of the energy and resources spent on the war would bring the whole thing about.

The unrest must not be ignored or worse will befall. It must be met at its causes and its causes must be removed. They can be removed by the proper guardian of all human powder magazines, boiled down to a word — SERVICE.

WORKERS VICTIMIZED

Washington—The National War Labor Board has called on the American Hide and Leather Company, and the Badger State Tanning Company, of Sheboygan, Wis., to cease victimizing employees who attempt to organize. The board says: "The evidence shows that the organization of the employees into a trade union

was bitterly opposed by the companies, in violation of the board's principles, and that this attitude was responsible for the discharge of union officials. This violation of the principles of this board should cease. We further recommend the reinstatement of employees discharged, because of union membership and union activities."

The WOMAN'S FORUM

Rose Henderson *BLIND TO EVERYTHING - BUT THE TRUTH*

Strikes And More Strikes Are The Order Of The Day

No sooner is one strike settled than two are on foot. This is the only weapon open to trades unionists if arbitration and negotiation are refused. Men are driven to strike. They cannot bridge the chasm between the wages they receive and the prices of their food. A greater number of mothers are daily leaving their homes in an effort to supplement their husband's wage, but, try as they will, with the combined effort of both, they barely make ends meet, even when buying the bare necessities.

Food and all the essentials of life are mounting daily skyward, the Bolshevism and brazen defiance of profiteers has about reached the limit of human endurance and is producing unrest and revolt on all sides. Those outside the trades unionists are suffering acutely. Mothers and children are going without fats, milk, sugar and other food essential to the production and preservation of the race. The youth is growing up chalkyboned, physically unfit, all because we have reached a civilization sanctioned by religious ethics and his majesty the law, which puts dividends before human rights. The psalm of King Capital sings through press, pulpit and school: "Verily I say unto you, dividends and property are more sacred than life. My dividends shall be considered first, then all other things shall be added unto me—power, travel, ease, art, music, luxury and titles."

Destructive Force

So far the strikes in Canada have been practically free from destruc-

tion of life and property. All sane men, whether capitalists or workers, will agree there is nothing to be gained by either party resorting to violence. Property has been created by labor and let us hope some day will be used for the benefit of all instead of, as now, for the few; therefore we must use and not destroy property.

There is, however, a destructive force, silent and terrible, working night and day during strikes, which receives but little notice, the slow but sure destruction of human beings, particularly women and children. No one who has ever taken part in a strike and watched the anxiety of parents or visited the home of the worker out on strike can ever conscientiously say these men strike for the fun of striking or to take a holiday. To these men it means their all. They get behind in their rent and their grocer's bill, there will be less butter and milk and shoes for the babies, none at all in many cases; less fuel, less clothes, less peace of mind, and most likely sickness from worry and lack of proper food for the mother or one or more members of the family, a general lowering of the general standard of living fraught with serious consequences to the family and in fact the community at large.

True Brothehood

The sacrifices endured by the workers during a strike are excelled by none. Here is shown true brotherhood. The suffering would be ten times greater if it were not

for the generosity of the neighbors and fellow-workers who realize that their struggles are one, and that their social salvation and economic emancipation are indissolubly linked together and that their social betterment can come only through the solidarity and organization of the working classes.

The time is past when governments or captains of industry can

resort to force either in speech or action. "Nothing to arbitrate" sounds like the death rattle of a dying cause. Capital from now on must everlastingly seek arbitration in order to gain a longer lease of life. Arbitration and co-operation must be the guiding principle in industry from now on or chaos will dule instead.

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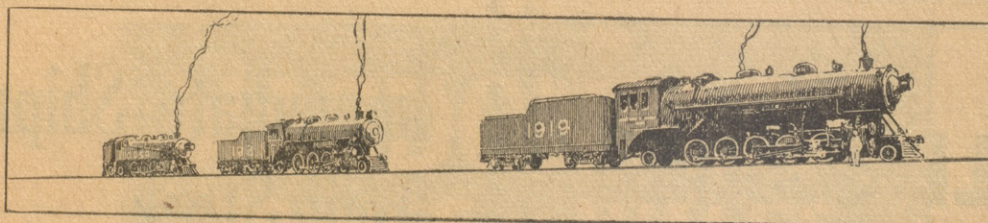
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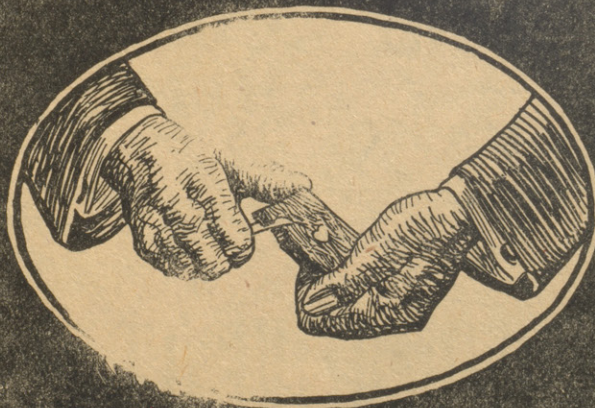
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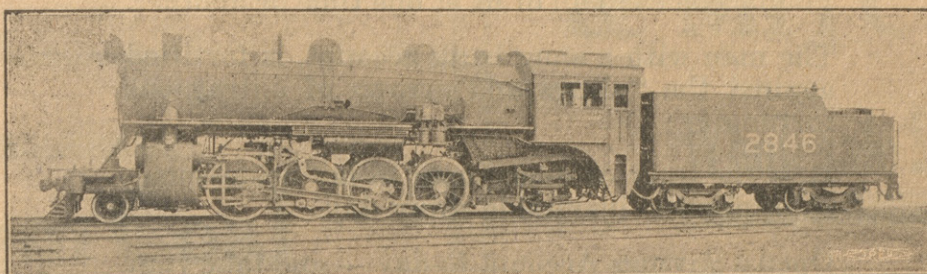
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